BY ORDER OF THE COMMANDER
AIR MOBILITY COMMAND

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AIR MOBILITY COMMAND
Supplement 1

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Flying Operations

H-1 HELICOPTER OPERATIONS PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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AFI 11-2H-1 Vol 3, 1 November 1999, is supplemented as follows: This supplement sets procedures for the operation of AMC H-1 helicopters. It does not apply to Air National Guard (ANG) units or Air Force Reserve Command (AFRC). The Chief of Standardization and Evaluation (HQ AMC/DOV) has overall responsibility for administration of this supplement. 89 OG/OGV has collateral responsibility and coordinates directly with HQ AMC/DOV on all proposed changes. Send comments and suggested improvements to this supplement on AF Form 847, Recommendation for Change of Publication, through channels to HQ AMC/DOV, 402 Scott Drive, Unit 3A1, Scott AFB, IL, 62225-5302. Send one copy of this supplement to HQ AFSPC/DOSH.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

1.3. Applicability . This supplement is directive for all personnel assigned or attached to the 1st Helicopter Squadron (1 HS), Andrews AFB MD.

1.4. Deviations and Waivers . Waiver authority for this supplement is HQ AMC/DO except where specified otherwise in this supplement. Do not deviate from these policies and guidance except when waived by the appropriate authority as specified within this supplement. Request waivers though 89 OG/OGV. Report all deviations without waiver to 89 OG/OGV.

1.5. Supplements . Units may supplement this instruction to include local operating procedures (Chapter 18). No other supplements are authorized. The supplement will provide expanded guidance for unique local operating procedures. Send a copy of the supplement to HQ AMC/DOV through 21 AF/DOV.

1.7. Requisitioning Procedures . Requisition this supplement through the servicing publications distribution office (PDO). PDOs will consolidate unit requirements within their area of responsibility. Requisitions for additional copies will contain a statement of justification, i.e. fair wear and tear, unit activation, increase of personnel, etc.

1.8. (Added) Format . This supplement is standardized with AFI 11-2H-1 Vol 3.

1.9. (Added) Distribution . Distribute this supplement to each aircrew member assigned or attached to the 1 HS. Make distribution to units, organizations, and individuals outside upon specific request through the AMC Publications Distribution Center.

2.1. General. The Commander, AMC, has command and control (C2) of 89 AW airlift forces. HQ USAF/XOO has operational control of 89 AW helicopter forces through HQ USAF/CVAM during contingency operations. HQ USAF/CVAM must coordinate on all SAM movements. Aircraft and crews of the 89 AW are outside the normal command authority of the AMC command and control system. Command authority is delegated directly from Commander, AMC, to the Commander, 89 AW.

2.1.1. The 89 AW commander, through the 1 HS/CC, delegates primary responsibility for mission execution to the aircraft commander. As representatives of the 89 AW commander, aircraft commanders are final authority for all operational matters pertaining to their aircraft, crew, and mission.

2.1.3. (Added) Mission Control (MC). l HS MC acts as single point of contact for mission assignments from HQ USAF/XOO. 1 HS MC ensures missions are planned to operate as scheduled by HQ USAF/XOO. During the mission planning phase, l HS MC acts as liaison between the aircraft commander and HQ USAF/XOO. MC flight-follows all l HS aircraft.

2.1.4. (Added) Aircraft Commander (AC). An aircraft commander is listed on the Flight Authorization, IAW AFI 11-202V3, *General Flight Rules*, or 89 AW Form 11, **UH-IN Daily Flight Authorization and Local Flight Clearance**. 1 HS is authorized to use local mission numbers on the Flight Authorization. Aircraft commanders are responsible for mission management--from mission assignment, through planning and execution, until mission termination. Aircraft commanders are:

2.1.4.1. (Added) In command of the crew and all persons aboard the aircraft.

2.1.4.2. (Added) Responsible for the welfare of the crew and the safe accomplishment of the mission.

2.1.4.3. (Added) Vested with the authority necessary to manage their crew and mission. They will comply with all DoD directives.

2.1.4.4. (Added) The final mission authority. They make all decisions not specifically assigned to higher authority.

2.1.4.5. (Added) The final authority to accept waivers for their crew or mission.

2.1.4.6. (Added) Charged to keep the 89 AW/CC, 89 OG/CC, and 1 HS/CC informed concerning mission progress and difficulties. Report all departures (including number of passengers, estimated time of arrival [ETA] to destination), delays, and arrivals to MC. Notify MC of aircrew location and telephone number during each crew rest period and any other ground time when the crew will leave the immediate vicinity of the aircraft.

2.1.4.7. (Added) Mission Clearance Decision. The aircraft commander has final responsibility for the safe conduct of the mission. The AC possesses full authority for all mission operational decisions. Conduct all flights with the priorities of safety first, passenger comfort second, and schedule reliability third.

2.1.4.8. (Added) Mission Diversions and Reroutes. Attempt to coordinate mission diversions due to emergency situations or adverse weather with HQ USAF/XOO through MC. Reroutes or other itinerary changes requested by the DV should be approved by HQ USAF/XOO.

2.1.4.9. (Added) In the event of an emergency diversion to an alternate, the aircraft commander coordinates aircraft servicing requirements. MC assists the aircraft commander when requested. The aircraft commander also provides necessary assistance for the DV and party.

2.1.4.10. (Added) Crew integrity is a mission requirement, aircraft commanders must know where their crewmembers are at all times. To provide crew control, all crewmembers should stay at the same facility at en route stops. Aircraft commanders must have a "class A" or equivalent phone in the room. MC must know the crew location at all times and be able to contact them. Crew integrity does not require the whole crew to be billeted together in a BOQ. "Billeted at the same facility" means billeted on the same base or at the same hotel complex. Ensure crews receive adequate crew rest, access to meals, transportation, etc.

2.1.5. (Added) Aircrew Responsibilities. The aircrew is the key factor for successful mission accomplishment. The aircraft commander is the focal point for interaction between aircrew and mission support personnel. The primary function of all aircrew members is to provide passengers with the best in safety, comfort, and reliability. Normally, passenger pickups and drop-offs are accomplished with engines at flight idle. An aircrew member or designated representative will brief passengers on safety procedures. A crewmember will escort passengers through the safe approach zone. If the passenger pickup is accomplished with the engines shutdown, do not start engines until passengers are seated.

2.5.4. (Added) Additional Crewmembers (ACM). The 89 OG/CC determines ACM eligibility for individual aircrews. The Squadron Commander may authorize ACM travel for eligible aircrews on unit aircraft. All ACM's (e.g. flight surgeons, MAJCOM and NAF flight examiners) will coordinate ACM travel with the unit operations officer with sufficient time to ensure crew space is available. ACM status is not authorized to displace manifested duty or emergency leave passengers, or to maintain currency (except evaluators).

2.5.4.1. (Added) All ACM's require valid orders annotated with ACM authority or a letter from appropriate authority granting ACM status.

2.5.4.2. (Added) Ensure all ACM's are briefed on emergency procedures, emergency egress, armed crewmembers, and seat assignments.

2.5.4.3. (Added) Federal Aviation Administration (FAA) flight examiners on ACM status. ACM status is authorized for FAA evaluators when accompanying qualified AMC aircrew members for the purpose of administering FAA flight examinations. These evaluations are coordinated with 89 OG/CC, and are normally scheduled in conjunction with required Air Force evaluations and incur no additional expense to the United States government. List the FAA evaluator on the AMC Form 41, **Flight Authorization**.

2.5.5. (Added) MEGP. OG/CC may authorize MEGP status on unit aircraft if they determine that the individual's duties may require access to the aircraft, aircraft equipment (e.g. life support or survival equipment), or the aircrew at any time during the mission. MEGP's travel in passenger status but report to the aircraft commander. MEGP are considered passengers and all relevant restrictions apply, i.e. no simulated EPs, etc.

2.6. Minimum Crew . Primary crewmembers or those occupying a primary crew position during flight must be qualified and current or in training for qualification in that crew position and mission. Crewmembers are designated as First Pilots/Copilots/Flight Engineers after completing initial qualification training.

Crewmembers are designated as Mission Pilots/Copilots/Flight Engineers after completing mission qualification training (formation/remote/NVG). Use the appropriate flight authorization duty code on the Form 11/41 and AFTO Form 781. (for example: a remote qualified pilot is an MP, even though not contingency qualified.) The "M" designation (MP/MC/MF) used in the minimum crew requirement descriptions means contingency mission qualified. Assign other crewmembers, such as flight surgeons, aerial photographers, etc., to provide a complete crew for the mission. The aircraft commander will occupy the right seat. When acting as instructor or evaluator, pilots may occupy either seat while in command of the aircraft. A qualified pilot will occupy a seat with a set of controls at all times while the aircraft is running. Do not carry passengers when non-current or unqualified crewmembers occupy primary crew positions, except as described in paragraph **2.6.10. (Added)**. The 89 AW/CC, 89 AW/CV, 89 OG/CC, and 89 OG/CD, when properly authorized to perform senior officer duties, may occupy a primary crew position on all missions provided an instructor pilot is at a set of controls and passengers are not carried. At the discretion of the aircraft commander, a helicopter flight engineer in the remote or contingency mission upgrade may occupy the left seat when under the instruction of an instructor or flight examiner flight engineer.

2.6.1. Single pilot/flight engineer simulated instrument procedures are restricted to training flights. Additionally, such flights may only be flown at Andrews AFB, Davison AAF, Quantico MCAS, and Patuxent River NAS, and when terminal RADAR is used and the weather minimums in paragraph **2.16.1.1. (Added)** are met.

2.6.3. Minimum crew for Functional Check Flights (FCF) is an FCF certified pilot and an FCF certified CP or FE. Include only the minimum crew required to accomplish the required checks. This does not preclude scheduling instructors to qualify crewmembers in FCF duties. The commander will designate in writing those crewmembers authorized to perform FCFs. FCF aircraft commanders or pilots in an upgrade will perform all checks.

2.6.5. Minimum crew for unaided night remotes is a remote qualified FP, FC, and FF. ***EXCEPTION:*** Unaided night remote procedures accomplished at Andrews AFB airfield require a minimum of a remote qualified MP and MC.

2.6.6. Minimum crew for actual contingency operations while using NVGs is an NVG qualified MP and an NVG qualified MC or MF. An NVG scanner or FE is required for training operations where takeoffs and landings are performed away from Andrews AFB airfield.

2.6.7. Minimum crew for Emergency Procedures training is an IP, FC, and an FF. IP candidates may only perform IP duties when an IP or EP occupies a seat with a set of controls.

2.6.8. Minimum crew for formation is a formation qualified aircraft commander, formation qualified copilot, or FE.

2.6.9. (ADDED) Minimum crew for day remote operations at LZs larger than 3 rotor-diameters is a remote qualified pilot and a remote qualified copilot or remote qualified flight engineer. Minimum crew for LZs 3 rotor-diameters or smaller, is a remote qualified pilot, a remote qualified copilot or remote qualified flight engineer, and an additional remote qualified flight engineer to serve as a scanner.

2.6.10. (Added) Contingency missions. Minimum crew for actual contingency missions supporting OPlans, including those missions that may require day and aided/unaided night remote operations, is one MP and one MC or MF. ***EXCEPTION:*** On exercise and training contingency missions, FP and FC crew members in formal upgrade may occupy primary crew positions provided an IP is at a set of controls and an MC or MF is aboard. A FF in formal upgrade may occupy the left seat provided an IF is aboard.

2.6.11. (Added) MEDEVAC. Minimum crew for MEDEVAC missions is one FP and one CP or FF.

2.6.12. (Added) Cross country. Minimum crew for cross country missions is one FP, FC and FF.

2.6.13. (Added) DV support. DV support is defined as CVAM-directed passenger transportation. Code 3 through 6 requires, as a minimum, one contingency mission qualified IP and one MF. DV Codes 1 and 2 require, as a minimum, one contingency mission qualified IP, one FC, and one contingency mission qualified IF. Only the aircraft commander will perform takeoffs and landings during DV airlift missions when passengers are on board. Do not schedule crewmembers who will require seating normally available to passengers, regardless of passenger load. Exceptions to this policy may be granted with the concurrence of USAF/CVAM.

2.7.1. (Added) Local Mission Kits. Aircrews will carry those items listed in **Table 2.1.** below on all local missions except FCF.

Table 2.1. Minimum Local Mission Kit.

Flight Documents		FLIPs	
AFI 11-202 Vol 3, *General Flight Rules*	1	Flight Information Handbook	1
AFI 11-2H-1 Vol 3, H-1 *Helicopter Operations Procedures* (as supplemented)	1	IFR Supplement VFR Supplement	1 1
AFI 23-202, *Buying Petroleum Products and Other Supplies and Services Off-Station*	1	IFR Enroute Low Altitude Charts: L-21/22, L-23/24, L-25/26, L-27/28,	1
T.O. 1H-1(U)N-1, *Flight Manual*	1	IFR Area Charts: A-1/2	1
Basic Weight Checklist and Loading Data T.O. 1H-1(U)N-5	1	IFR Low Altitude Instrument Approach Procedures: Vols 11, 13 and 14, TCN if applicable (2 ea)	2
Cargo Loading Manual T.O. 1H-1(U)N-9	1	VFR Terminal Area Charts: New York, Philadelphia, Washington	1
AF Form 15, **United States Air Force Invoice** AF Form 315, **USAF AVFuels Invoice** AF Form 457, **USAF Hazard Report,**	1 1 1	VFR Sectional Aeronautical Charts: New York, Detroit, Washington, Cincinnati, and Charlotte	1
AF Form 651, **Hazardous Air Traffic Report** AF Form 70, **Pilots Flight Plan/Log**	1 1	VFR Helicopter Route Charts: New York, Washington	1
AMC Form 38**, CRM Reporting**	1	Flight Crew Bulletin	1
AMC Form 97, **AMC Unusual Occurrence/ Bird Strike Worksheet**	1	Operational Site Diagrams/Photos, (as required for the specific mission)	1
DD Form 175, **Flight Plan**	1	Emergency Briefing Cards	1
DD Form 2131, **Passenger Manifest**	1	89 AW Form 386, Dropped Object	1

2.7.2. (Added) Cross Country Mission Kits. In addition to the items listed in **Table 2.1.**, aircrews will carry those items listed in Table 2.2 on all cross-country missions.

Table 2.3. (Added) Cross Country Mission Kit Additions

Flight Documents		FLIPs	
ORM Worksheets	10		
DD Form 175, **Flight Plan**	1	IFR Enroute Low Altitude Charts (for applicable mission area)	1
DD Form 175-1, **Weather Briefing**	1		
DD Form 1381, **Civilian Release**	1	IFR Low Altitude Instrument Approach Procedures (for applicable mission area)	2
DD Form 2131**, Passenger Manifest**	1		
Extra copies of local mission forms as required		VFR Sectional Aeronautical Chart (for applicable mission area)	1

2.8. Alert Crew Procedures . All alert duty periods (JEEP and OCTAGON) will begin at scheduled alert changeover time designated in squadron OIs. On-coming alert crews will report in sufficient time prior to assuming alert duties, to receive a thorough briefing, perform preflight planning, and preflight/cock alert aircraft.

2.8.1. (Added) Alert Aircraft. The following procedures apply when accepting an aircraft for alert.

2.8.1.1. (Added) When a scheduled alert crew change occurs and the same aircraft remains on alert, the on-coming crew will perform a complete aircrew preflight. Additionally, the on-coming crew will receive a brief from the prior crew regarding noted discrepancies and aircraft condition.

2.8.1.2. (Added) When accepting a new aircraft for alert, preflight and cock the aircraft IAW the flight manual. Preposition essential flight gear on the aircraft for OCTAGON alert. Set the UHF radio for mission control and the VHF for Andrews Tower. Perform a secure communications check with MC on UHF manual.

2.8.1.3. (Added) After accepting the aircraft for alert, make the following write-up in the AFTO Form 781: “Aircraft accepted for alert _____ (time).” Once accepted for alert, the aircraft is off limits to all personnel except alert crewmembers (with the exception of aircraft refueling operations under the supervision of a qualified flight-line maintenance person). No maintenance actions will occur on the alert aircraft without the prior approval of the alert aircraft commander, and with concurrence of the Mission Control Officer. To ensure integrity of the crew preflight, an alert crewmember will observe whenever maintenance is performed. Crews will check that portion of the aircraft where maintenance was performed, as soon as practical but always prior to flight.

2.8.1.4. (Added) Normally, aircraft may stay on alert for 72 hours, or two flight days, whichever occurs first. Special circumstances (i.e. long weekends), may require an extension of up to 96 hours, with 1 HS/DO approval.

2.8.2. (Added) Crewmembers holding alert spots for other crewmembers must sign for any classified material and will be briefed regarding the crew, aircraft, and mission status. Other members of the alert crew will also be briefed of the change, if practical.

2.8.3. (Added) When holding OCTAGON alert, aircrews may fly to accomplish training, evaluation, and operational requirements provided enough fuel remains on board after landing to execute mission OPlans. Land with at least 1000 lbs of fuel remaining. Other mission requirements may dictate landing with more than 1000 lbs (weather, site status, duty option). The 1 HS/CC or DO may adjust mission fuel require-

ments as necessary. Airborne crews must remain within the designated OPlan alert area. If the crew is alerted in flight when passengers or crewmembers without appropriate clearance/need to know are onboard, the aircraft commander will ensure headsets are removed and the individuals are deplaned at the first opportunity. OCTAGON crews will not leave the 1HS alert facility. Planned flight in IMC is not permitted.

2.8.4. (Added) When holding JEEP alert, aircrews may fly to accomplish training, evaluation, and operational requirements. Airborne crews must remain close enough to Andrews AFB to meet OPlan timing requirements. JEEP crews may leave the 1HS facilities provided they coordinate with the MCO and can remain in contact with MC (land line, cell phone, brick, or beeper).

2.8.5. (Added) Standby crew procedures. Weekday standby duty is normally held for 24 hours. Weekend standby duty is normally held for 72 hours, but may exceed 96 hours with 1HS/DO approval. Standby crews should perform standby duty at home, but as a minimum, Mission Control must maintain the capability to immediately reach crews by telephone or pager at all times. This is the crewmember's responsibility. Normally, standby begins at 0730 on the first day of standby duty and ends at 0730 on the last day of standby duty. When contacted, crews will immediately call MC for instructions. Standby crews must remain crew rested and ready to fly at all times, and must report to the unit NLT 50 minutes after initial notification. In certain circumstances (e.g. inclement weather), crewmembers living off base may have to perform standby duties on base if travel time between quarters and the alert aircraft jeopardizes reaction time.

2.8.6. (Added) The Squadron Operations Officer may direct additional squadron alert policies, and will normally post them in the Ops Notes binder for crews to review.

2.9. General . FCF and acceptance flights are flown according to TO 1-1-300. Upgrade FCF training is authorized on actual FCF and acceptance flights. Do not accomplish currency or training items on FCF flights.

2.10. Maintenance Briefing . Maintenance briefing will include current aircraft status (i.e. Red X, Diagonal, Dash), maintenance performed and required checks. For FCFs-in-progress, crews will receive a full brief if the aircraft commander has changed. Pilot or maintenance will brief replacement flight engineers. Crew debrief will include current aircraft status, remaining FCF checklist items, and special requirements (i.e. full fuel, mains only, etc).

2.10.1. (Added) For acceptance flights at contractor facilities, obtain a briefing from and provide a debrief to the AF liaison or contractor quality control inspectors.

2.11. Local Procedures . The supervisor of the Maintenance Debrief Section will maintain a binder containing the local FCF area and local FCF procedures.

Section 2G (Added)–Crew Scheduling.

2.12. (Added) Reporting Time . Aircrews will normally report to MC a minimum of 60 minutes prior to departure time for all missions flown VFR in the immediate area. For flights flown IFR or outside the immediate area, crews will report at least 90 minutes prior to departure time. (These reporting times are minimum required and may be increased by the aircraft commander to ensure briefing and preflight requirements are met.) For NVG flights, crews will report no earlier than 4 hours and no later than 2 hours prior to scheduled takeoff.

2.13. (Added) Crew Duty Time (CDT) and Flight Duty Period (FDP). For standby crews launched on an ASAP (as soon as possible) basis, CDT begins when the crew is notified of the mission. In all other cases, CDT begins when the crew reports for duty. The maximum FDP for 1 HS basic/augmented crews is 12 hours. The maximum FDP for 1 HS FCF crews is 10 hours.

2.13.1. (Added) FDP Extensions and Waivers. During the mission planning or execution phase, after considering safety and capability of their crew, aircraft commanders may request a waiver from 89AW/CC through the 89 OG/CC. Aircraft commander may extend the flight duty period up to 2 hours provided the mission priority justifies the risk and the PIC is unable to contact the waiver authority. The 89 OG/CC is the waiver authority for FCF FDP extensions (up to 12 hours), with aircrew concurrence. FCF crews may perform non-FCF ground runs up to a FDP of 12 hours.

2.14. (Added) Crew Rest. Crewmembers will enter crew rest 12 hours prior to reporting time or assuming standby alert. Waiver authority for crew rest is AMC/DO**.** ***EXCEPTION****:* Pre-departure crew rest is waived for flight surgeons and medical technicians who are on alert duty in support of 1 HS.

2.14.1. (Added) Post-TDY Crew Rest. Crewmembers will get post-TDY crew rest to recover from the cumulative effects of the mission and to tend to personal needs after flying TDYs (excluding flight simulator TDY). Post-TDY crew rest begins on final return of an individual to home station and runs continuously until completed. Compute post-TDY crew rest at the rate of one hour off for every 3 hours of TDY not to exceed 96 hours. Post-TDY crew rest must be completed before starting pre-departure crew rest for a subsequent mission. A crewmember will not be required to get immunizations, do ground training, perform standby or squadron duties, or any other activity that would encroach on crew rest. Post TDY crew rest will only be infringed on when manning is extremely critical and with concurrence of the 89 OG/CC and initiated by the individual. Request waivers through 89 OG/OGV to 89 OG/OGV.

Section 2H (Added)–General Planning Considerations.

2.15. (Added) Call signs . For local sorties use the MUSEL mission designation i.e MUSEL 04 if holding mission 4. For cross-country missions use MUSEL plus the last two digits of the aircraft tail number.

NOTE: When performing FCF use TEST plus the FCF number, i.e. Test 01.

2.16. (Added) Weather . Use the following weather minimums. OPlan missions may require different minimums.

2.16.1. (Added) VFR (training, FCF, and non-OPlan operational missions): 1000-foot ceiling and 3 miles visibility day or night (aided or unaided). ***NOTE:*** The 1HS/CC or DO may waive this requirement to 700-foot ceiling and 1-mile visibility.

2.16.1.1. (Added) Single Pilot Day VMC Simulated Instrument Flight Training: 4000-foot ceiling and 5-mile visibility.

2.16.1.2. (Added) Thunderstorms: Maintain VMC and remain at least 5 nautical miles (NM) from all thunderstorm activity. Do not fly near or into rain shafts beneath cumulonimbus (CB) clouds. Cease ground operations and take shelter when lightning is observed or reported within 5 miles.

2.16.2. (Added) IFR Takeoff Minimums (training and non-OPlan operational missions): Weather at the departure point must be at or above the published minimums (ceiling and visibility) for a compatible non-precision approach, but no less than one-half mile (2400 RVR). ***NOTE:*** 1 HS/CC or DO may waive this requirement to the published minimums for a compatible precision approach, but no lower than 200-foot ceiling and 1/2 mile visibility (2400-RVR).

2.16.3. (Added) Destination IFR requirements will be IAW AFI 11-202V3.

2.16.4. (Added) Wind Restrictions. Discontinue flights when the winds exceed:

2.16.4.1. (Added) Training Missions.

- Forty knots steady state or a 20-knot gust spread
- Autorotations (see chapter 5)

2.16.4.2. (Added) Operational Missions. In accordance with the flight manual and applicable OPlans.

2.17. (Added) Fuel .

2.17.1. (Added) For all flights, plan to arrive at destination with a fuel reserve of 200 pounds.

2.17.2. (Added) IFR. When visibility-only criteria are used for determining destination suitability, fuel requirements for descent, approach, and missed approach is 250 pounds.

2.17.3. (Added) Use 600 pounds per hour for cruise fuel consumption rates when planning.

2.18. (Added) Instrument Procedures .

2.18.1. (Added) Use RADAR advisories to the maximum extent possible during simulated IFR flight.

2.18.2. (Added) Do not cancel IFR if weather is unknown, reported as marginal VFR, or when scud, haze or other restrictions to visibility are present. Cancel IFR only if mission requirements dictate and pilot confirms the VMC with the local weather facility and by observation.

2.18.3. (Added) Except when mission requirements dictate otherwise, fly a precision approach during periods of marginal weather (i.e. when an alternate is required) if available.

2.18.4. (Added) Weather Minimums For Instrument Approaches. Pilots flying DoD/NIMA or NACO non-precision approaches or approved, published non-DoD/NIMA non-precision approaches may start the approach only if the existing weather is at or above both ceiling and visibility minimums for the approach. When flying a fixed-wing approach, visibility minimums may be reduced by one half, but not less than one quarter mile (1200 RVR). Pilots flying published DoD/NIMA or NOCA precision approaches will continue to use the criteria contained in AFI 11-202V3. NOAA no longer produces the NOAA Flip, they are now published by the US DOT National Aeronautical Charting Office (NACO).

2.18.5. (Added) If acceptable DoD FLIP products are not available, pilots are authorized to use Jeppesen approaches, US Department of Commerce, and National Ocean Survey (NOS) approaches if authorized in the Airfield Suitability Report (ASR). If the approach is not authorized in the ASR, pilots must obtain a waiver through 89 OG/OGV.

2.18.6. (Added) Do not use a hood or other artificial vision-restricting device for any phase of flight.

2.18.7. (Added) Weather below minimums. If advised:

2.18.7.1. (Added) Prior to the IAF or segment of the approach, the pilot will request clearance to a holding fix or alternate destination.

2.18.7.2. (Added) After the IAF or once established on a segment of the approach, the pilot may request clearance to a holding fix or alternate destination or continue the approach to minimums and land if the

aircraft is in a position to land and the runway environment is in sight. Ensure adequate fuel is available to fly the approach, missed approach, and proceed to the alternate destination with sufficient reserves.

2.19. (Added) Radar Altimeter Procedures . Normally, set the radar altimeter at the appropriate autorotative flare altitude. For instrument approaches, set at least one radar altimeter to the appropriate HAT or HAA prior to the FAF. For night operations set at least one radar altimeter to 500'.

Section 2I (Added)–Departure Reliability

2.20. (Added) On Time Takeoffs. Takeoff between 20 minutes prior and 14 after the scheduled takeoff time for all missions.

2.20.1. (Added) Maintenance delays. The MCO will determine whether to delay, cancel, or replace a scheduled training aircraft when maintenance difficulties preclude an aircraft returning to operations status within 1 hour after scheduled takeoff time.

2.20.2. (Added) Operations delays. The 1 HS/CC, DO, MCO, or aircraft commander will make the decision to delay, terminate, or cancel a mission, when in the opinion of any one of these individuals, conditions are unsuitable (i.e. crew preparedness, weather, etc).

Section 2J (Added)–Communications

2.21. (Added) Mandatory Radio Calls. Keep UHF radio on mission control frequency when operating within the alert area, unless specifically cleared off. Make the following calls on all missions:

2.21.1. (Added) Request engine start.

2.21.2. (Added) Report takeoff time.

2.21.3. (Added) Make position/status reports on the hour and half hour (i.e. 1400, 1430, 1500). (coordinate longer intervals with MC).

2.21.4. (Added) Report departing or returning to the alert area.

2.21.5. (Added) Report 10 to 15 minutes out from landing with alpha status.

2.21.6. (Added) Report when on final to KADW.

2.21.7. (Added) Report landing Time. On stopover flights include aircraft status and ETD (via land line if appropriate).

2.22. (Added) Bird Activity . Report bird activity in the alert area to mission control and ATC (as appropriate) as either moderate (use extreme caution) or severe (indicating the area should be avoided).

2.22.1. (Added) When the bird condition is reported as moderate, OPLAN alert response exercises, upgrade training and currency flights may continue. No formation or proficiency flights will be launched or continued in the bird hazard area. Traffic patterns will be altered to avoid the bird hazards.

2.22.2. (Added) During severe bird watch conditions, only launches for actual OPLAN mission taskings are allowed. All other flights will either land or depart the affected area until the severe bird watch condition is terminated.

2.23. (Added) Transponder Settings. Set transponder to “LOW” and use the code specified on the helicopter route chart when operating VFR in Washington DC/Andrews AFB Class B airspace. Set transponder to 5267 and “LOW” when operating VFR at Davison AAF Class D airspace. Set transponder to 1200

and "NORM" when operating VFR outside these areas. In all other cases, set transponder as directed by ATC. For formation flights, see para **9.2.4. (Added)**

Section 2K (Added)–DV Procedures

2.27. (Added) DV Operational Procedures. The pilot scheduler will normally confirm the mission itinerary with the contact officer, and complete a mission worksheet. Precision in meeting pickup and delivery times is essential. When unusual circumstances preclude meeting scheduled times, forward revisions via any means of communications available. The aircraft commander will ensure all flight plans reflect the DV code, name, component, and special requirements. Ensure DV placards for the senior military or civilian traveler are displayed prior to DV boarding. If the only DV aboard is a retired officer or official, display the appropriate placard as a courtesy. Retired military members are afforded the same protocol honors as active duty officers.

2.27.1. (Added) Contact mission control as soon as possible if you are unable to make the scheduled pickup time. Whenever possible, maintenance will spot a preflighted spare aircraft for all non-duty hour DV airlifts. The MCO will designate and allow adequate time for a replacement aircraft/crew in the event the first aircraft breaks on run up. Report down and off times, number of passengers, and ETA to next destination to mission control as soon as possible after DV pickup. Do not use the actual DV's name, title, or destination unless using secure voice.

2.27.2. (Added) Arrive at least 10 minutes prior to all Code 1 and 2 airlift scheduled pickup times. Arrive at least 5 minutes prior to pick up all other DVs. If the DV is more than 10 minutes late, contact mission control to check the DV's status prior to engine shutdown.

2.27.3. (Added) The flight engineer will greet DVs at the cargo door with clear visor down and gloves removed. Escort DVs to a seat and provide them ear protection and an emergency procedures/1 HS welcome card. Prior to departure, FE will confirm destination, arrive no later than times and any other special need of the party. Prior to the party departing the crew will confirm the pickup time/location with the onboard contact.

3.1. Aircrew Uniforms and Protective Devices:

3.1.1. Wear the AMC aircrew uniform, as outlined in AFI 36-2903, AMC Supplement 1, *Dress and Personal Appearance of Air Force Personnel*. Attach patches and nametags with velcro. Officers will sew the rank emblems on the flight suit. All crewmembers will have a flight uniform available during duty hours. The 89 OG/CC may authorize the wear of other uniforms for special missions. For Code 1 and Vice President missions, aircrews will wear the long sleeve blue shirt with tie or tab as applicable and no ribbons, blue trousers or skirt as applicable, black low quarter shoes with black socks, and leather jacket (optional). When blue uniforms are worn, use headsets and do not wear flight gloves. Aircrews attending simulator training will wear the aircrew uniform. Wear off duty clothing in accordance with AFI 36-2903 to present a neat and conservative appearance.

WARNING: Do not wear ID tags while working on electrical systems.

3.1.3. Eye protection. All personnel performing duties in close proximity to an operating helicopter will use protective eyewear or the helmet visor for eye protection. Eyeglasses and sunglasses are not considered suitable eye protection. ***EXCEPTION:*** For DV Code 1 and Vice President missions, wear AF-issue aircrew sunglasses.

3.1.4. Ear protection. Ensure hearing protection devices are available on each aircraft prior to flight. MCs and MFs will carry one operable, communications-capable headset on all missions.

3.1.6. (Added) Each crewmember will:

3.1.6.1. (Added) Have a flashlight compatible to the type operation (NVG or unaided) accessible during night flights.

3.1.6.2. (Added) Remove finger rings and scarves prior to operating in, on, or around aircraft.

3.1.6.3. (Added) Wear a currently inspected helmet, unless other headgear is authorized.

3.1.6.4. (Added) Wear corrective lenses, if required, in accordance with AFI 11-202 V3.

3.1.7. (Added) Life Support Equipment. Ensure sufficient quantities of appropriate serviceable life support and survival equipment for the entire mission are aboard the aircraft. A sufficient quantity of life preservers (LPU) will be aboard for all passengers and crewmembers for over water flights beyond autorotation gliding distance of shore and each crew member will carry a HEED. (Not required when over water flight occurs only for short distances immediately after takeoff and before landing.)

3.2. Aircrew Publication Requirements. Crewmembers need only carry those AFI 11-2H-1 V3 CL-1 checklist pages applicable to AMC helicopter operations. DOV will annotate required pages in the FCIF copy of the CL-1. 89 OG/OGV is the approving authority for all checklist/information guides.

3.3. Maps. All aircrew will carry the following charts:

3.3.1. (Added) Washington Sectional Aeronautical Chart.

3.3.2. (Added) Washington VFR Terminal Area Chart.

3.3.3. (Added) Washington Helicopter Route Chart.

3.4. Crew Briefings and Checklists. Crews will complete the following items in conjunction with crew briefings:

3.4.1. (Added) Review FCIF and Operations Notes. Update the AMC Form 396, **FCIF Currency Record**. If new material was added to the FCIF since the last review, enter the latest FCIF item number, date, and initials on the form. Crewmembers not assigned or attached to the unit will certify their review of FCIF by placing the last FCIF number and their initials behind their name on the record copy of the flight authorization or their ACM orders. Crewmembers authorized to join a mission en route may participate as primary crewmembers if they receive an FCIF update from a primary aircrew member counterpart on that mission. Instructor pilots who fly with general officers will brief appropriate FCIF items.

3.4.2. (Added) Complete the monthly BOLDFACE test.

3.4.3. (Added) Obtain a weather briefing for the alert area of responsibility at the beginning of the alert shift. Aircraft commanders and the MCO will periodically check the weather for significant changes. Request a verbal or printed DD-175-1 for flights outside the local area.

3.4.4. (Added) Complete the 89AW Form 11.

3.4.5. (Added) Complete the ORM worksheet.

3.4.6. (Added) Out of Area Procedures. Complete an out of area request and post the proposed route of flight on the chart in flight planning for all missions outside the alert area. For mission trainers and exercises, use the mission training/out of area request sheet. Ensure the MCO understands the proposed mis-

sion itinerary, communications plan, and route of flight. Coordinate landing permission/PPRs prior to departure. Advise MC of any changes.

3.6.3. (Added) Stopover Duties. At each intermediate stop, complete the Through Flight Operation IAW the flight manual. Use the Cock and Scramble checklists only when required to meet overriding mission demands.

3.6.4. (Added) On missions to civil airports with a military facility (ANG/AFRES) capable of providing support, 89 AW policy requires the use of the military facility; however, there are exceptions. If the mission will arrive or depart outside the normal operating hours of the military facility (nights, weekends, or holidays), use a civilian facility (terminal, FBO ramp, etc.) provided you can arrange the necessary support. If the using agency requests use of a civilian facility in preference to an available military facility, use the civilian facility. If your DV party has a requirement to use the military facility, make arrangements to use the military facility. In general, avoid requiring ANG/AFRES units to work overtime in support of DV missions unless there is a specific need to use the military facility, and suitable support is not available from civilian sources.

3.6.5. (Added) Contract Servicing Agents. When you plan to use civilian facilities for parking or servicing, refer to the AvFuel and AvOil Into-Plane Contract Listing available in each mission kit and at the squadron operations center. Use the government contractor unless you cannot obtain the required services. If the mission requires parking away from the contractors ramp, try to obtain refueling from the designated contractor; however, don't taxi to the contractors ramp solely for refueling. Use a credit card or AF Form 315**, USAF AvFuel Invoice**, if you must purchase fuel from other than the designated contract vendor.

3.6.6. (Added) Ground Power. Use battery carts to the maximum extent possible.

3.9. Checklists . Accomplish all checklists with strict discipline. Momentary hesitations for coordination items, air traffic control (ATC) interruptions, and deviations, specified on the flight manual, etc., are authorized. Use of checklists during landings; takeoffs; taxiing near aircraft, buildings, or other hazards; or in certain emergency situations is considered impractical and unsafe.

3.9.1. (Added) Checklist Procedures. When two pilots, or one pilot and one flight engineer, occupy cockpit positions, the pilot flying the aircraft will call for the appropriate checklist and respond when the item is accomplished.

3.11.1.2. (Added) A crewmember will record and read back all ATC clearances. This includes all transmissions involving departure/takeoff, en route, and approach/landing instructions. Disregard this procedure when ATC instructions require immediate execution or when such action interferes with timely completion of more important duties.

3.13.1.1. 89 OG/CC approval is required prior to further flight.

3.13.1.3. (Added) If an aircraft has a safety-of-flight condition beyond the immediate or final repair capability of an en route facility, in many instances temporary repairs may be made to allow a one-time flight to a pre-selected facility capable of final repair. Contact Mission Control for coordination.

3.17. (Added) Postflight Inspection. Accomplish the exterior inspection checklist after each flight.

4.1. Responsibilities . The final decision regarding equipment required for a mission in excess of minimum required items rests with the aircraft commander. When the aircraft commander considers an item essential for the accomplishment of the mission, the aircraft commander will designate the component

mission essential and have it repaired or replaced prior to departure. Acceptance of an aircraft by an aircraft commander to operate one mission or mission segment without an item or system does not commit that aircraft commander or a different aircraft commander to subsequent operations with the same item or system inoperative.

4.4.1. (Added) Takeoff at night, or anytime instrument flight conditions are expected, is prohibited unless all of the pilot's and copilot's control and performance instruments are operating satisfactorily.

4.7. (Added) Contingency Configuration.

4.7.1. (Added) Flight with a maximum gross weight of 11,200 is authorized in support of an actual contingency mission (Auth: on file in 1 HS/DOX). If gross weight exceeds 10,500 lbs:

4.7.1.1. (Added) Ensure Center of Gravity (CG) falls between 134 to 139 inches aft of datum.

4.7.1.2. (Added) Do not exceed 95 knots IAS at sea level. Reduce maximum airspeed by 3 knots per 1000 ft above 3000 ft density altitude.

4.7.1.3. (Added) Do not fly higher than 8000 ft PA.

4.7.1.4. (Added) Maintain 100% rotor RPM.

4.7.1.5. (Added) Avoid prolonged hover (in excess of 5 minutes) at skid heights above 10 ft.

4.7.2. (Added) Combined cockpit crew weights will not exceed 420 lbs or be less than 305 lbs without re-computing a DD Form 365-4, **Weight and Balance Clearance Form F**.

4.7.3. (Added) Pre-filed DD Form 365-4 will include a local navigation kit, a survival kit, and the aircraft technical order file. They are computed for the following conditions:

4.7.3.1. (Added) Two crewmembers plus full main and aux tanks (11 passenger seats). This yields the most aft CG for takeoff.

4.7.3.2. (Added) Two crewmembers plus full main and aux tanks plus eight passengers to yield 11,200 lbs gross weight (11 passenger seats).

4.7.3.3. (Added) Two crewmembers plus 11 passengers and maximum fuel to yield 11,200 lbs gross weight (11 passenger seats).

4.7.3.4. (Added) Three crewmembers plus full main and aux tanks and rescue configuration aft facing seats or two forward side facing seats removed.

5.2.5. (Added) Slide takeoff.

5.2.6. (Added) Boost off or manual fuel slide landings.

5.2.7. (Added) Simulated forced landings.

5.3.2.3. (Added) Skid Limitations. To minimize stress on the skids and allow the limits outlined above:

5.3.2.3.1. (Added) Do not perform slide landings at gross weights above 9000 lbs or with fuel in the aft aux tanks, except in emergencies.

5.3.2.3.2. (Added) Do not tow the aircraft at gross weights above 9500 lbs.

5.3.3. Perform autorotations, boost off, manual fuel, or simulated single engine failures at an airfield with crash rescue support readily available. With the exception of autorotations, IPs and EPs may simulate these emergency procedures at other locations provided the maneuver parameters are met, the maneuver

is initiated and performed where safe precautionary landing areas are available, and the maneuver is terminated above 500 feet AGL. This does not prevent IPs and EPs from initiating emergency procedures in the instrument pattern, while transiting to mission sites, etc, and terminating at an airfield with crash rescue support.

5.4.1.1. Accomplish the Before Landing checklist prior to descending on final.

5.4.3.2.3. (Added) Approach to a Slide Landing. Do not make practice approaches to a slide landing while boost off, in manual fuel, or with passengers on board. Aircraft weight and balance and fuel state must meet para 4.8 requirements.

5.4.6. If any control difficulties are encountered while the system is off, the instructor or flight examiner will take control of the aircraft and restore the system as appropriate.

6.4.3. Use the AF Form 4103, **Mini-TOLD**, per para 16.6.3 of the basic instruction.

7.1. Altitude Restrictions. Crews are expected to use a current, CHUMed chart, and whenever practical, plot the course line. Course lines are not required for flights in helicopter zones or on published helicopter routes. For planned navigation diversions, one crewmember should have the divert route plotted. Use normal security precautions. Do not place sensitive information on charts.

9.2.4. (Added) Lighting and Transponders.

9.2.4.1. (Added) Navigation Lights - STEADY, BRT

9.2.4.2. (Added) Anti-Collision Strobe Lights - WHITE, BOTH

9.2.4.3. (Added) Landing Light - ON

9.2.4.4. (Added) Transponder - STBY. (*EXCEPTION:* LOW or NORM for the lead aircraft)

9.2.4.5. (Added) These configurations can be modified for safety, depending on aircraft spacing, weather and landing area conditions, however, the configuration used must ensure adequate visual and RADAR identification of the entire formation.

9.2.4.6. (Added) Lost Communications. Aircraft experiencing radio failure will signal by turning anti-collision strobe lights to RED, BOTH. Lead will acknowledge by switching strobes to RED, BOTH. Both aircraft will return to previous strobe configuration.

9.2.4.7. (Added) When departing formation (i.e. executing lost visual or wingman go-around procedures) aircraft will go to standard (non-formation) transponder and lighting configurations. Upon rejoin, wingmen will return their transponders to standby. Each aircraft will then resume formation lighting after the succeeding aircraft rejoins the flight.

9.6. Types of Formation. 1 HS crews are authorized to fly Fluid Trail or Staggered formation.

9.6.1.1. Minimum lateral separation is 5 RD (250'), and 10 RD (500') below 500' AGL.

9.6.1.2. 1 HS crews will not fly fixed trail.

9.6.2. Minimum lateral separation is 5 RD (250'), and 10 RD (500') below 500' AGL.

9.6.3. 1 HS crews will not fly Combat Cruise.

16.10. (Added) Authority to Perform Maintenance. Flight engineers are not normally authorized to perform maintenance. If a situation is encountered where qualified personnel are not available, the flight

engineer must obtain approval from the MCO to perform maintenance, or reconfigure the aircraft at home station.

18.2. Forms Prescribed.

18.2.1. (Added) Forms Referenced.

18.2.1.1. (Added) Use of AF Form 457, **USAF Hazard Report** (AFI 91-202, *The US Air Force Mishap Prevention Program*). Use the form to alert supervisors and commanders to hazardous conditions requiring prompt corrective action. A hazard is any condition, act, or circumstance that jeopardizes or may jeopardize the health and well being of personnel, or may result in loss, damage, or destruction of any weapons system, equipment, facility or material resource.

18.2.1.2. (Added) Use of AF Form 651, **Hazardous Air Traffic Report** (HATR) (AFI 91-202, Attachment 3, Hazardous Air Traffic Report (HATR) Program (RSC HAF-SE(AR) 7602). Used to report all near mid-air collisions and alleged hazardous air traffic conditions (i.e. ATC, NAVAIDS, communication, publications, and directives). The HATR system is designed to satisfy non-punitive aspects of the Federal Aviation Administration (FAA) National Aeronautics and Space Administration (NASA) Aviation Safety Reporting System.

18.2.1.3. (Added) Use of AF Form 711, **USAF Aircraft Mishap Report** (Aircraft and Personnel) (AFI 91-204, *Safety Investigations and Reports*). Use this form to report damage to the aircraft, or injury to the crew or passengers. Also, report any damage to any other public or private property or equipment, or injury to any personnel, military or civilian, as a result of movements or actions by an AMC aircraft or crew.

18.2.1.4. (Added) Use of AF Form 15 and AF Form 315**, USAF Invoice** and **USAF AVFUELS Invoice** (AFI 23-202, *Buying Petroleum and other supplies and services Off-Station*). If normal government service and supplies are not available, supplies necessary for the operation of AMC aircraft will be purchased when possible from contract vendors with the AVCard or aircraft fuel identaplate.

18.2.1.5. (Added) Use of AMC Form 196, **Aircraft Commander's Report on Crewmember**. Used to report on each crewmember whose performance was outstanding, below average, or unsatisfactory during a mission. Submit the report to the commander of the unit to which the crewmember is assigned or attached for flying. Explain outstanding, below average, and unsatisfactory performance fully.

18.2.1.6. (Added) AMC Form 97, **AMC Unusual Occurrence/Bird Strike Worksheet** (AFI 91-204, AMC Sup 1).

18.3. (Added) Flight Plans and Authorizations.

18.3.1. (Added) Use the 89 AW Form 11 for flights where crews can easily contact Mission Control, for non-stopover VFR, or for contingency missions and exercises or mission trainers.

18.3.2. (Added) Use the AMC Form 41 or equivalent for all other flights.

18.3.3. (Added) File a DD Form 175 whenever IFR flight is planned, for all stopover flights (except contingency mission/exercises), or when an AMC Form 41 is used.

18.4. (Added) Taxi/Parking Procedures. Taxi in a clockwise direction when departing and arriving in the MUSEL Beach parking area. Non-standard taxi is defined as any other taxi route into MUSEL Beach. Transmit “MUSEL XX, Non-Standard” over UHF 1. When departing and arriving South ramp, ensure

MC activates the vehicle warning lights. At all times, avoid taxiing near refueling operations, aircraft with slow turning or unsecured rotors, open cowlings/doors/panels, etc.

18.4.1. (Added) Ensure the south hangar doors are closed prior to starting aircraft on the south ramp.

18.5. (Added) Scramble Procedures. Day scramble takeoffs to the north are limited to evaluation, upgrade training, and actual or simulated contingency missions. Day scramble takeoffs to the south require crews to taxi to Whisky taxiway. For night scramble takeoffs in either direction, crews will perform walking scrambles and taxi to and depart from the North Pad. In all cases, taxi clear of the restricted area before initiating takeoff.

18.6. (Added) Traffic Pattern and Landing Areas. See FLIP and AAFBI 13-202.

18.7. (Added) Training/Operational Landing Sites. IAW **Table 18.1. (Added)** and site folders. As a minimum, crews will perform the least restrictive site evaluation marked in **Table 18.1. (Added)** for the appropriate flight conditions (day/night). Deviations or landings at sites not listed below require 1 HS/DO approval.

Table 18.1. (Added) Training/Operational Sites

Site	Type	Permitted Operations					Notes
		Day OSE	Day Rem	Night OSE	Night Rem	NVG	
National Naval Medical Center (Bethesda)	Heliport	X		**X**			See FLIP (VFR Sup)
Bolling AFB Helipad	Helipad	X					See FLIP (VFR Sup)
Brandywine Alpha	UA		X				
Brandywine Bravo	UA		X				
Brandywine Charlie	UA		X				
Brandywine Delta	UA		X				Scanner required/power restriction
DAA North Sod	UA		X		X	X	Lighting required (unaided)
DAA T-9	UA		X			X	
DAA T-16	UA		X				Avoid overflight of houses
Davidsonville	UA		X				Avoid overflight of houses
Fire Academy	OS	X	X		X	X	terrain restrictions
Ft McNair (parade)	OS	X		X			Ops Requirement/DO Approval
Ft Myer (Tenza)	OS	X					Ops Requirement/DO Approval
Mt Weather (primary)	OS	X	X	X	X	X	IP for single pilot ops
Mt Weather (east)	UA		X				Ops Requirement/DO Approval
Mt Weather (west)	UA		X				Power restriction
Pentagon AHP	Heliport						See FLIP (VFR Sup)
Pentagon River Terrace	OS	X					Ops Requirement/DO Approval
Philadelphia Childrens Hospital	OS	X		X			DO Approval/power restriction
Quantico (Pheasant)	UA		X		X	X	Lighting required (unaided)/illum mins
Site R	OS	X		X		X	2 contingency msn qual pilots (night)
Washington Center Medstar	OS	X		X			DO Approval

Site	Type	Permitted Operations					Notes
		Day OSE	Day Rem	Night OSE	Night Rem	NVG	
Walter Reed Emergency	Helipad	X		X			Ops Requirement/DO Apprv; See FLIP
Walter Reed Forest Glen	Helipad	X	X	X			Upgrade/Ops Reqmt; DO Apprv; FLIP

NOTES:

1. OS = Operational Site
2. UA = Unprepared Area

NOTE: For Operational Sites, Heliports and Helipads, crews must review the site folder or FLIP prior to landing.

18.8. (Added) Air Operations Security Procedures. Well-planned and executed actions by ground forces and the crew provide the best opportunities to thwart a hijacking on the ground. After an aircraft is airborne, success in thwarting a hijack attempt depends on the resourcefulness of the crew. Take advantage of any opportunity to regain control of the aircraft or influence the conduct of the flight. Comply with AMCR 55-37 (*Air Operations Security*) and AFI 13-207 (*Preventing and Resisting Aircraft Piracy (Hijacking)*).

18.8.1. (Added) General Hijacking Guidance. Hijackers are not ordinary criminals. Some are mentally disturbed, emotionally unstable individuals for whom the threat of death is not a deterrent, but a stimulus. If the aircraft commander is not satisfied with the anti-hijack inspection, or if no inspection was made, the aircraft commander will assign a crewmember to do the anti-hijacking inspection.

18.8.2. (Added) Ground Resistance. If in doubt as to the identity of passengers, tactfully obtain their name(s). Contact Mission Control to verify the individual's identity and status prior to allowing the passengers aboard. The highest authority available (on-scene commander, 89 AW CSS, Commander AMC, NMCC) will make the final decision to discontinue delaying actions.

18.8.3. (Added) In-flight Resistance. Consider the recommendations of the principal DV and notify mission control of your situation, location and intended landing area.

18.9. (Added) Security. 89 AW helicopters are either priority A, B, or C resources. Once designated, these security priority designations apply wherever the aircraft are located.

18.9.1. (Added) Procedures. 89 SFS provides home station security. The aircraft commander must ensure adequate en route security is available. The amount of protection required varies depending on the location and ground time. Assess the situation and take the following actions, if necessary:

18.9.1.1. (Added) Entry Control or Area Patrol. Request appropriate coverage from local security forces. If local authorities request payment for this service, use AF Form 15, **USAF Invoice.**

18.9.1.2. (Added) Unauthorized Entry. If, in the aircraft commander's judgment, other precautions are required to detect unauthorized entry, consider using an aircraft ground security locking kit. Install according to the applicable 2-1 series technical order. Another option is to seal the hatches and doors in a

manner that will indicate unauthorized entry; for example, tape inside hatch release handles to the airframe so that entry pulls the tape loose.

18.9.1.3. (Added) Suspected Unauthorized Entry. When the aircraft commander suspects the aircraft was tampered with or subjected to an unauthorized entry, notify the local security authorities and request a thorough inspection of the aircraft for sabotage, explosive devices, and pilferage. Relay any requirements for assistance and any expected revisions to the proposed departure time to 1 HS/MC. If it is necessary, coordinate suitable alternate transportation.

18.9.1.4. (Added) Monitor the security inspection of the aircraft. Depart only when fully satisfied that the aircraft is completely safe and only with the concurrence of the 89 OG/CC.

18.10. (Added) Arming of Crewmembers. Normally, aircrews are not armed. In the event an airfield is evaluated as unreliable, the 89 OG/CC may assign security forces (SF) to safeguard the aircraft.

18.11. (Added) Security Procedures. Due to the worldwide terrorist threat, "demilitarize" yourself while TDY:

18.11.1. (Added) Use sanitized crew lists (names only) to record room numbers. Do not give the Flight Authorization/Orders to hotel personnel.

18.11.2. (Added) Keep the Flight Authorization/Orders in wallets/purses. Do not leave other mission-related materials in plain view in hotel rooms; secure them in a briefcase or drawer.

18.11.3. (Added) Do not use ranks or titles in public places.

18.11.4. (Added) Luggage tags and hotel registration forms should reflect addresses other than Andrews AFB. Such as:

(No Rank) Samuel Q. Foxx
4000 Oak Drive
Camp Springs, MD 20762
Occupation: Aircrew
Company: leave blank or put: SAM Inc.

Attachment 1 (Added)

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

Abbreviations and Acronyms

ETA—Estimated time of arrival.

ETD—Estimated time the aircraft will depart.

ETIC —Estimated time in commission.

MC—Maintenance Codes.

(FMC)—Fully Mission Capable

(PMC)—Partially Mission Capable

PMC(M)	Maintenance
PMC(S)	Supply
PMC(B)	Both

NMC—Not Mission Capable.

NMC(M)	Maintenance
NMC(S)	Supply
NMC(B)	Both

Terms

Alert Aircraft and Crew—Designated aircraft and crew capable to launch on a mission in accordance with timing factors established for the assigned missions.

Alert Area-—The area within 25 NM radius of Reagan National Airport.

Alpha Status Codes—Maintenance codes used to describe aircraft mission capability.

Alpha 1—Alert aircraft is fully mission capable, no significant discrepancies.

Alpha 2—Aircraft or system has minor discrepancies, but is capable of further mission assignment within normal turnaround times.

Alpha 3—Aircraft or system has major discrepancies in mission essential equipment that may require extensive repair or replacement prior to further mission assignment.

Attached Crewmember—Crewmember whose primary duty assignment is other than line-flying, who is attached to a specific unit for flying.

Contact Officer—The individual, usually an aide or executive officer, who coordinates the DV's itinerary.

Contingency Mission-—A mission operated in direct support of an operation plan (OPlan).

Distinguished Visitor (DV)-—Passengers, of colonel rank and higher, or equivalent status to include diplomats, cabinet members, members of Congress, other individuals designated by the Department of Defense (DoD) due to their mission or position.

Local Area-—The area within 200 NM radius of Andrews AFB.

Mission Control (MC)-—Functions to direct operations. MC is organized, manned, and equipped to process and disseminate information for the purpose of planning, directing and controlling daily operations for the squadron Operations Officer.

Mission Control Officer (MCO)-—Officer appointed to direct MC functions.

Operational Control-—Authority to direct accomplishment of a mission.

Over Water Flight-—Any flight that exceeds autorotative distance from land, not including approach and departure.

Standby Force and Aircraft Crews-—Designated aircraft and crews capable of launching in less than normal time, but not as quickly as alert forces.

ROGER A. BRADY, Maj Gen, USAF
Director of Operations